

TITANIC TELEGRAMS MADE PUBLIC

NIGHT
EXTRA
COMPLETE STOCKS
ONE CENT

Newark Evening Star

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ESTABLISHED 1832.

NEWARK, N. J., MONDAY, APRIL 22, 1912.

SHOWERS TONIGHT; TUESDAY CLEARING.

BIG ESTATE WOUND UP

Fidelity Trust Co., Philip
N. Jackson's Executor,
Files Accounting.

PRINCIPAL, INCOME AND
OTHER ITEMS, \$1,500,000

After Necessary Deductions
\$318,653 Is Left for Widow
and Children.

The Fidelity Trust Company, acting as executor of the estate of Philip N. Jackson, today filed an accounting in the office of the county surrogate. It shows that under the management of the executor the tangled affairs of the estate have been pretty well cleared up and that after handling more than \$1,000,000 in principal and nearly half as much in income and making various payments, it has left for investment for the testator's widow and children more than \$318,000.

Mr. Jackson was well known here and in New York and other places as an electric light expert, a financier and a real estate operator. It is shown by the accounting of his estate that when the trust company took charge of the property it was inventoried at \$694,472.13. To that were added receipts in the forms of rents, dividends, interest coupon on bonds, sales of real estate and other items which brought the total up to \$1,070,916.79.

From that sum disbursements were made for various purposes, including the payment of loans, interest on other loans, surveys, water rents and taxes, and cancellations of mortgages, etc. These disbursements aggregated \$667,263.58, leaving a balance of \$403,653.21.

It is further shown by the accounting, which is filed under the requirements of the law, that there still remains unpaid by the estate a loan of \$95,000. That sum deducted from the balance leaves \$308,653.21 in the estate. Since April 1, 1911, the Fidelity, according to its accounting, has handled for the estate, in the form of income, \$48,759.59. Out of these receipts it has paid \$44,738.25, leaving in the income accounting a cash balance of \$4,021.34. On a total principal of \$1,051,294.47 and on the income the trust company, following the usual form, asks for an allowance as commission. One of the schedules in the detailed accounting, which makes a voluminous document, shows that the estate has \$257,488 in stocks and \$270,603 in bonds, \$21,150 in notes and \$134,500 in mortgages and 2,896 shares of various stocks and bonds of nominal value. Since the Fidelity assumed charge of the estate it has sold many pieces of real estate that were owned by Mr. Jackson.

The accounting is signed by Jerome Taylor as trust officer of the Fidelity.

SLY THIEVES MISS \$2,000

Detectives are today hunting for the men responsible for six robberies reported to the police yesterday.

Overlooking \$2,000 in cash, burglars took \$400 from the home of Mrs. Jeanette Ackerman, of East Passaic avenue, in the Brookdale section of Bloomfield, early yesterday. The money was in a trunk, and the key to unlock it was found by the robbers in Mrs. Ackerman's handbag.

Saturday afternoon Mrs. Ackerman had received, as executrix of the estate of Cyrus Parsons, \$2,000, representing the payment of a mortgage. That sum was overlooked.

Mrs. Ackerman, her two daughters and two sons seemed to be under the influence of some drug when they awoke. The burglars had probably sprinkled chloroform about.

The other robberies reported were as follows: Two hundred dollars in cash from the apartment of Alexander Gottfried, 110 West street; a typewriter, an electric fan and a gray sweater from the office of the New Jersey Zinc Company; a blue serge suit and \$50 from the home of Daniel Schapiro, of 91 Newton street; a bicycle from the yard of Frank Bowman's home, 330 Bank street, and a ruby and diamond ring and a pair of earrings from the home of Samuel Newman, 445 Fourth avenue.

80, Dies as Ship Reaches Port

NEW YORK, April 22.—The Anchor line steamer Cameronia, which arrived at Quarantine last night from Glasgow and Merville, encountered three large icebergs and six small ones in latitude 41.27 and longitude 48.06 on April 18. Nothing was seen of the wreckage of the Titanic.

Dr. James St. Clair, who is 80 years old and a resident of East Orange, N. J., died suddenly of heart failure just before the Cameronia reached port.

Free oil portraits for The Newark Star readers. Clip twelve coupons from the Morning or Evening Star. See sample on display at The Newark Star Office.

White Star Director Is Now Giving Testimony Before Senate Committee Probing Into Disaster

J. Bruce Ismay, Who Will Probably Face Another Grilling Today Before Senate Probers on Titanic Crash.



Widener Begged Ismay to Slow Down Titanic

PERTINENT questions as to the wreck of the Titanic, prepared by members of the Widener family, of Philadelphia, will be asked J. Bruce Ismay, managing director of the White Star line, when he appears before the Senate investigating committee. According to members of the family, P. A. B. Widener, father of George D. Widener and grandfather of Henry Elkins Widener, may be called upon to tell what he knows of the disaster. These questions will endeavor to show that although Ismay knew the vessel was nearing icebergs, he insisted upon making all the speed possible, saying: "There is no danger."

P. A. B. Widener, with J. Pierpont Morgan, J. Bruce Ismay, Charles Steele and W. J. Pirrie, is one of the five voting trustees of the International Mercantile Marine. Since he has known his son and grandson were among the victims he has been prostrated. No one has been allowed to see him, and all talk of the wreck has been a tabooed topic in the Widener home.

The questions, despite their connection with the International Mercantile Marine, are based on a conversation which George D. Widener held with J. Bruce Ismay in one of the saloons of the Titanic Sunday afternoon a week ago.

Mr. Widener remarked to Mr. Ismay that it was getting a trifle colder and asked if it was not a sign that the vessel was getting into the iceberg zone.

As the son of a man heavily interested financially in the line, Mr. Widener had received notice of the warning through the wireless messages received by the Titanic that the big ship would run into a field of ice if she kept her usual course.

At the time of the conversation the Titanic was making almost top speed, and Mr. Widener, who apparently considered Mr. Ismay as the head of the line, and as a man to whom to make a protest, declared that if there was in the vicinity it would be a safe precaution for a slowing down of the vessel until the danger zone was passed.

"OH, THERE IS NO DANGER," Ismay is quoted as answering Mr. Widener, as he dismissed the topic.

"Well," Mr. Widener answered, "if there is an ice pack in the course of this vessel we should slow down. I for one don't wish to be a passenger on a vessel to hit an iceberg."

Later Mr. Widener told his wife, who was rescued, of this conversation, and since she returned to Philadelphia she had told her brother-in-law, Joseph E. Widener, who has seen to it that J. Bruce Ismay shall have a chance of affirming or denying that such a conversation took place last Sunday afternoon on the Titanic.

Many of the Titanic's surviving passengers will be called to give evidence before the committee. It is expected that among the notable witnesses will be Mrs. John Jacob Astor, Mrs. J. B. Thayer and Colonel Archibald Gracie.

The established facts connected with the sinking of the Titanic seem to confirm the White Star line's culpability.

The ship was making twenty-five miles an hour—fair speed for a railroad train—at the time she struck the iceberg. Ismay admits this himself.

This speed was being maintained despite the fact that four times wireless warnings had reached her of icebergs ahead—from the Amerika, La Touraine, the Mesaba and the Californian.

And regardless of twice repeated reports from the crew's nest to Chief Officer Murdoch of the actual, visible presence of the bergs, no orders were given either to slow down or change the ship's course.

35 VICTIMS OF TORNADO

CHICAGO, April 22.—The tornado which late yesterday swept over central and southern Illinois and northwestern Indiana killed at least thirty-five persons and injured nearly 200 others, according to advices received here today.

Miles of telegraph and telephone wires were blown down, farmhouses were demolished in the path of the storm and it is probable that the death toll will be increased when communication is restored with all points over which the tornado passed. While there is no means of estimating the damage by the storm, it is certain to run into hundreds of thousands of dollars.

At Bush, a village in Williamson county, the greatest loss of life occurred, eighteen persons having been killed and more than forty injured. Nearly every dwelling in the village was either destroyed or damaged.

NEW YORK, April 22.—Grand Chief Warren S. Stone, of the Brotherhood of Locomotive Engineers, stated today that unless the railroad's conference committee notifies him by 3:30 o'clock this afternoon that it has decided to accede to the demand of the engineers for increased pay, he will release the strike order he holds, and the worst railroad strike in the history of the country will begin three hours after the brotherhood representatives reach their headquarters.

If a strike is ordered, every railroad east of Chicago and north of the Ohio river will be tied up. In that event members of the brotherhood who have made a careful study of traffic conditions say that New York city would face a food famine within seven days. About 25,000 men would quit work on the fifty railroads in the northeastern part of the United States.

Women Survivors of Titanic Expected to Give Valuable and in Some Instances Sensational Testimony Before Senate Committee.

ISMAI, OFFICERS AND MEMBERS OF VESSEL'S CREW ARE WAITING TO BE CALLED BEFORE INVESTIGATORS

Pertinent Questions Asked Official of Line in an Endeavor to Fix Responsibility for Wreck—Denies Sending Out Telegram That All on Board Were Safe

(From a Staff Correspondent.)

WASHINGTON, April 22. THE general caucus room of the Senate was thronged when Senator William Alden Smith, of Michigan, chairman of the investigating committee, rapped for order. Hundreds were at the doors vainly clamoring for admission. Senators and representatives seemed to have dropped all other business for the day. Men whose names are household words because of their activity in political life were eager spectators and listened intently to the testimony.

The greater part of the crowd were women. Some of them had come to the capitol early today to gain seats in the chamber, the way to which was indicated by a sign in the corridor, "Titanic disaster hearing." Into every nook and cranny of the room human being were jammed. The doorkeepers accepted every excuse to let people in. This curious crowd encroached on the press tables, and almost upon the desks behind which were seated the members of the probing committee. The atmosphere was suffocating and oppressive.

Vice-President P. A. S. Franklin, of the White Star line, was the first witness called. J. Bruce Ismay, managing director of the International Mercantile Marine, which owns the White Star line, is here, with several of the rescued officers of the Titanic.

Mr. Franklin was questioned as to his acquaintance with Captain Smith. He said that he had not met him since February.

"Did you receive any communication from any officer of the Titanic?"

"No, sir," he answered.

In reply to another question he said a "bon voyage" message had been sent from New York to the ship when she was between Southampton and Queenstown.

"The only message received by the New York office of the White Star line was the usual message from Cape Race that the Titanic was 550 miles east of that point."

Mr. Franklin was shown a dispatch sent to Representative Hughes, of West Virginia, whose daughter and son-in-law, a bride couple, were on the Titanic. The message said the Titanic was safe. This was on Monday. He denied that the White Star line was officially responsible for the telegram. He said that the office was very busy on Monday morning, and that many persons in the employ of the company sometimes undertook to answer inquiries to the best of their ability. He would like, he continued, to have the telegraph company officials summoned to find out the facts.

At 1:40 o'clock Monday morning he was called on the telephone. A reporter told him the Titanic was sinking and that his paper, he did not remember which one, had the report from the Virginian. He was called by other reporters on the same matter. He himself then called Associated Press, which had practically the same report. He asked if the story could not be held up pending confirmation. This was refused. He called Montreal on the phone and got a verification from the Allan line of the disaster to the Titanic.

Messages sent to the Olympic and other steamships, some of them requesting details of the Titanic disaster, were read by Mr. Franklin in the New York office. The officials of the company had figured out the respective positions of the steamships between New York and British ports.

One message sent to the Olympic was the subject of keen questioning by Senator Smith. The message sent by Mr. Franklin by wireless to the Olympic vented a rumor that the Titanic was being towed to Halifax and asked about the truth of it.

"Where did you get this rumor?" asked Senator Smith.

"It came to us from all sides. It was in some of the newspapers. We don't know where it originated."

Mr. Franklin insisted that no false information was given out by the New York office of the White Star line. He said that what hopeful news was made public was labeled as rumor alone.

About 6:20 Monday night last Mr. Franklin said he received a telegram telling him that the Carpathia had reached the scene of the Titanic, which

(Continued on Second Page.)

Widow Asks Saddlery Company Accounting

PROTESTING against the salaries which Walter D. Osborne and his family voted to themselves as officers and directors of the C. S. Osborne Company, saddlery manufacturers of Harrison, Mrs. Emily Osborne, of 55 Arlington avenue, East Orange, widow of Jasper C. Osborne, has asked for an accounting of the company and a recession of the resolution fixing the salaries, she alleges, in excess of the value of their services.

The defendants are: Walter D. Osborne, president; Elise Osborne (his wife), vice-president; Abel D. and Ralph D. (their sons), secretary and treasurer.

The saddlery company was founded in 1816 by Joseph English. In 1861 C. S. Osborne purchased the business and it was called C. S. Osborne & Co., with Jasper D. Osborne, a son, as a partner, who was husband of Mrs. Emily Osborne, the plaintiff in the present suit.

Prior to 1893, when a corporation was formed, C. S. Osborne sold his one-half interest to another son, Walter D. Osborne.

In 1893 Jasper D. Osborne died, leaving his interest in the business to his widow. In 1896 C. S. Osborne died, leaving the family of Walter D. Osborne with 301 shares, which was a 50 per cent. interest in the company.

In 1903 Walter Osborne gave one share of stock to his son, Abel, as a Christmas present, and the son was made treasurer at a salary of \$1,500 a year.

According to the complainant Abel's salary in 1905 was increased to \$2,500, in 1906 to \$3,000, in 1907 to \$3,500, in 1910 to \$4,000.

Ralph D., another son, she asserts, is now getting \$2,500 a year, and the bill sets forth that the W. D. Osborne family now receives in salaries \$14,500 a year as against \$7,500 in 1904.

In 1905 Walter D. Osborne wrote to Mrs. Emily Osborne in part as follows:

"Abel would like to buy from Jasper's estate twenty-five shares of stock of C. S. Osborne & Co., and I am frank to say that sooner or later I would like to have all of its stock owned by members of my own family rather than strangers. (Signed) WALTER."

After considerable correspondence had passed between Mrs. Osborne and her husband's brother she finally consented to sell twenty-five shares to the son, with the result that the dividends took a decided drop.

In 1891 a 46 per cent. dividend was declared. This gradually diminished until in 1907, when the company moved from Mechanic street, Newark, to Harrison, a 3 per cent. dividend was declared. In 1908 a 6 per cent. dividend was paid to the usual claimants.

Walter D. Osborne, as president, was voted a salary of \$3,000 a year in 1891, and this was gradually increased until in 1906 he received \$7,000. The salaries in 1911 were: Walter D. Osborne, \$7,000; Abel Osborne, \$3,000; Ralph D. Osborne, \$2,500, making a total of \$14,500.

Mrs. Emily Osborne was represented by Nicholas Bindsell and John R. Hardin, and Philemon Woodruff acted as counsel for Walter D. Osborne. The case is on for final hearing before Vice-Chancellor Howell today.

Mrs. Daniel W. Marvin, Who Is Said to Have Declared She Saw Captain and Ismay Drinking Before Accident.



"Eater a Thousand Thayer Dead Than One Ismay Alive."

—Mrs. J. B. Thayer.

Master and Man

The captain stood where a captain should. For the law of the sea is grim: The owner romped ere his ship was swamped. And no law bothered him.

The captain stood where the captain should. When a captain's boat goes down: But the owner led when the women fled. For an owner must not drown.

The captain sank as a man of rank. While his owner turned away. The captain's grave was his bridge and brave. He earned his seaman's pay.

To hold your place in the ghastly face Of death on the sea is grim: Is a seaman's job, but to flee with the mob Is an owner's noble right. —H. Hecht.

Sea Gives Up Its Dead Titanic Wreck Victims

HALIFAX, April 22.—According to a wireless report received here from the cable ship, Mackay-Bennett, sixty-four bodies have been recovered from the wreck of the Titanic. Of these, many of the bodies are identifiable. They will be brought to this place, it is said, and as far as possible their relatives notified. The Mackay-Bennett was sent to search for the bodies of victims almost as soon as news of the sea horror reached this place.

The report states that several of the bodies were mutilated beyond recognition and as they carried nothing by which they could be identified, they were cast into the sea again. The report does not give the names of those identified.

NEW YORK, April 22.

THE White Star line announced this afternoon that it had received the following wireless message from the cable ship Mackay-Bennett, which is on the scene of the Titanic disaster, searching for bodies:

"Heavy southwest gull has interfered with operations. Fifty bodies recovered. All not embalmed will be buried at sea at 8 p. m., with divine services. Can only bring embalmed bodies to port."

The scene of the investigation shifted yesterday from this city to Washington, where Bruce Ismay and thirty-five men of the Titanic's crew arrived last night on a special car. They will appear before the Senate investigating committee today.

Thomas Whitley, a first-class steward, now in St. Vincent's Hospital as a result of his injuries in the wreck, reiterates his story that the crew's next lookout three reported icebergs ahead to First Officer Murdoch.

Whitley said he learned that such reports had been made to Murdoch from the conversation of two lookouts, who to each other fixed the blame for the wreck while they were being rescued.

"No wonder Murdoch shot himself," Whitley quotes one of them as saying.

Whitley will be called to Washington to testify before the committee as soon as he is able to leave the hospital. Another witness whose story is expected to clear up much of the mystery surrounding the disaster is Lewis Klein, one of the crew of the Titanic, who is said to have made startling allegations to the Hungarian consul in Cleveland, O., the seaman's home.

Indignation was expressed freely yesterday when it was learned that T. W. Sammis, chief engineer of the Marconi Wireless Company of America, admitted he sent a wireless to the operator on the Carpathia telling him to withhold the news of the disaster and sell it on arrival here, while the whole world was in an agony of suspense.

Denying every charge that has been made against his official or personal conduct in connection with the sinking of the steamship Titanic, J. Bruce Ismay last night issued a statement in which he said in part:

"When I appeared before the Senate (Continued on Second Page.)"